

A Threat Against the Nation.
War Worse Than the Old.
The People Should Forbid It.
Government Should Decide It.

By ARTHUR BRISBANE
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Overshadowing all other news for Americans is the threatening railroad strike. The men say they will tie up every railroad in the United States except Henry Ford's railroad. He raised wages and reduced rates instead of raising rates and reducing wages as the others have done.

Railroad owners say they will rely on the public to deal with the situation and compel striking men to run the roads. The public, it seems, is not fit to own or manage railroads, but will do as a club to force the men back.

The President, intervening, demands mediation. The city of Detroit, well equipped by its automobile industry, will provide necessary fleets of trucks to keep food moving.

The city of New York says it will commandeer all food supplies and ration the inhabitants if necessary.

All shipping would be tied up, all foreign commerce and all interstate commerce brought to a standstill—and all because railroad owners, borrowing money at usurious rates, exploiting their roads for the benefit of insiders, competing for business and with each other on a non-scientific, wasteful basis, demand that their men accept a cut in wages, with a vague promise to reduce railroad rates later.

The President knows, as do the Attorney General and every thinking man, that there is something more threatening on the horizon than an ordinary "great strike." This country is sick and needs care, not a first-class industrial fight. It should not risk all that is involved in a national industrial convulsion for the sake of a few individuals that control the railroads or of two and a half millions that work for railroads.

When the late war began, the nation took charge of affairs, told railroad owners and workmen what they must do. This threatening strike might produce within the nation a war much more serious than the war just ended. The Government should take charge of the situation and do it now. There shouldn't be any quibbling or hair-splitting about keeping the mails running, none of the old-fashioned methods of putting the Government against the strikers without actually saying so.

Add to the five or six millions of discontented employees two and a half million well-organized fighting railroad men and there may come trouble temporarily beyond Government control.

Those responsible should study England's methods, the infinite patience and tact of her government under similar conditions, dealing with English statesmen there educated men that know it is hard to put out a fire once it starts.

It is wrong for two and a half million workmen to tie up and threaten a hundred millions, even with their living, their future, at stake. It is infinitely worse for a handful of railroad owners, with dividends, hoped-for profits, only involved, to say, as they are saying:

"We have got to beat these workmen sooner or later; we might as well do it now while times are bad and freight business dull. The public must take its medicine and do our fighting for us if it wants railroad service."

The National Government should protect the nation when it is threatened from outside, or inside. And this railroad strike, voted by the men and not much disturbing the railroad owners apparently, is a great national menace. Those responsible for it are encouragers of disorder, reckless of the general public's welfare, breeders of anarchy and ill-feeling.

Both sides know that a strike of this kind fought to a finish will not be fought without violence. Such a strike would involve great destruction of life and property. It would cost the nation more than the amount the railroads would save in ten years if they won their strike, and it would cost the railroads more than they would save.

Railroad rates and wages, railroad control itself, all questions affecting public welfare, the Government controlled in the international war. The Government has no right to starve the nation where its sympathies may be, in an industrial civil war. That is what it means when two and a half million organized men declare war against twenty thousand million organized dollars.

The emergency and the danger are too great for any discussion as to rights and wrongs involved. Railroad rates have been grossly inflated, railroad wages have been enormously increased. And there has got to be an adjustment. Where every individual merchant, manufacturer and worker is involved, where the food supply of children may be cut off and a period of reconstruction changed suddenly into period of panic and anarchy, neither the owners

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Little change in temperature. Gentle, variable winds becoming southerly. Temperature at 8 a. m., 51 degrees.

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WASHINGTON, MONDAY EVENING, OCTOBER 17, 1921.

MAIN 5000
CALLS THE TIMES

THREE CENTS EVERYWHERE.

R. R. MEN SPURN PUBLIC GROUP'S PLAN

Klan Wizard in Clash With Cong. Campbell

SIMMONS BRANDED FALSIFIER AT INQUIRY

Lawmaker Interjects Charge as "Hooded" Chieftain Defends Illness.

A clash between Chairman Campbell, of the House Rules Committee, and Imperial Wizard William J. Simmons today caused a scene when the wizard, after Simmons had been branded a falsifier, interjected a charge that the wizard was a "hooded" chieftain who defied illness.

False, Says Campbell. "If all the rest of what you have to say is as false and utterly without foundation as what you have said, you are giving us something we don't want," declared Campbell.

"I made no such statement," declared Simmons. "I want only justice. I have been reported to me that when I collapsed last Friday one of the Assistant Attorney Generals jumped to his feet and exclaimed, 'This is just for cheap theatrical effect. I had expected this for several minutes.' The Assistant Attorney General then had a brief conversation with the chairman of the committee."

Called Insult. While the conversation between Simmons and Campbell was in progress, Congressman Rodenberg, a member of the committee, made some remarks about Simmons "insulting" the chairman of the committee.

"I have been entirely fair to you, Mr. Simmons," continued Campbell. "I stated to those assembled here the next morning that you had a physical collapse."

Simmons answered Campbell by asserting the chairman had treated him fairly. "I don't see why you bring up your protest with such a blare of trumpets," declared Campbell. "If you think you have fairly brought the matter before the committee your judgment is different from that of any other man."

Attacks N. Y. World. Colonel Simmons attacked the New York World, saying that it showed a disregard for truth in its articles on the Klan and that it had violated the United States copyright laws in its republication of portions of the Klan rituals. He attacked the character of Robert H. Murray, a correspondent of the World. He said Murray had been a Mexican propagandist, who had been ordered out of the American embassy by Henry Lane Wilson several years ago. He also accused the World of Mexican propaganda.

He made the further charge that the World commercialized its "expose" on the Klan. Simmons then attacked the Hearst papers. He branded their statements that the Klan had a \$200,000 income or that he lived in a \$1,000,000 palace. He said: "Hearst has our complete record. We also have his," and said he wanted a full investigation.

VICTIM OF RUM PARTY AND 2 GIRL SUSPECTS

JEAN MUNROE. MILDRED BELTWIN.



WOMAN HACKED TO DEATH WITH AX BY SUITOR

"Killed Her Because She Repulsed Me," Negro Says in Confession.

"I killed her because I loved her." That was the explanation made this morning by Walter George Edwards, colored, forty years old, after he had been hacked to death with an ax Cora Withers, thirty-five, also colored, servant in the home of Mrs. Lee B. Mosher, 2945 Newark street northwest.

"I was jealous of her and I became crazy mad when she repulsed me this morning," Edwards continued in his confession to Lieutenant Giles, of Tenleytown precinct.

According to the police, Edwards was chopping wood in the yard of Mrs. Mosher's home, while the Withers woman was at work in the kitchen. Edwards is said to have suddenly run from the yard and attacked the woman, literally chopping her to pieces.

After attacking the woman, Edwards did not attempt to escape. Residents of the neighborhood seized him and telephoned the police. Lieutenant Giles made the arrest. It was said that had Edwards wanted to escape he could easily have done so before Giles arrived.

At the Tenleytown station it was said a policeman was sent to the scene as soon as one could be found, but that because of the large territory the police of that precinct have to cover it is not always possible to dispatch a man immediately to make an investigation.

The woman lived at 215 D street northwest, and Edwards, who is held at Seventh precinct, lives at 2502 Mozart place northwest.

HAYNES TO DIRECT RUM CLEAN-UP IN CHICAGO
CHICAGO, Oct. 17.—An army of United States prohibition agents is expected in Chicago within two weeks, it was announced today, to "mop up" the flow of bootleg liquor here.

Prohibition Commissioner Haynes, it was said, would come here to take charge of the drive. The clean-up here will follow similar campaigns in New York and Pittsburgh.

Two Die in Auto Crash.
GLOVERSVILLE, N. Y., Oct. 17.—Mrs. Mary Grantier, seventy years old, of Ames, was killed instantly, and Harvey Dingman, sixty-seven, of Fort Hunter, was fatally hurt, dying in an Amsterdam hospital, when an automobile was struck by a fast New York Central train at the Tribes Hill crossing yesterday.

DEALERS WHO BOOST PRICES TO BE HANDLED, RUDOLPH WARNS

\$10,000,000 NO DANGER ASKED FOR OF FAMINE SCHOOLS IN CAPITAL

Senators Promise Relief After Ballou Tells of Crowding Pupils in "Fire Traps."

A demand for a \$10,000,000 school building program for the District of Columbia was voiced by Senator King of Utah in the opening session of the Senate school inquiry today.

The present "piecemeal program, utterly inadequate to meet District needs," was denounced by Senator King after Superintendent of Schools Ballou had made a graphic statement of the school crisis in Washington.

King Forecasts Redress. Revelations made by Superintendent Ballou induced Senator King to say that "perhaps Congress is responsible for this shocking state of affairs. There is something wrong somewhere and we must get to the bottom of it."

A further proposal was made that the subcommittee invite the House District Committee to appoint a subcommittee to sit with it during the hearings and then agree upon united program.

Whether he was willing to fight this matter out with the Appropriations Committee of the House and Senate, Senator King declared. "In view of what Superintendent Ballou says, it is apparent justice has not been done the schools here for many years."

"It is a crime the way children in the schools here are being treated," Senator Capper against him and the subcommittee, said. "I hope something comes out of this investigation to help the District of Columbia."

Ballou Answers Charges. Superintendent Ballou, in his statement, dealt forcefully with all the charges made against him and the municipal architect's office. He dwelt at length on the changes of plan in connection with the Eastern High School, and showed that most of them were necessary. With regard to the emergency building program, he declared it never was contemplated that the structures would be completed before September, 1922.

Superintendent Ballou said the building costs in the District of Columbia were 30 to 40 per cent lower now than they were six months ago, and in response to an interrogation from Senator King, he said they were no higher here than they were in corresponding cities of the same rank.

Tells of "Fire Traps." Superintendent Ballou said that many of the present school structures were "fire traps." He said he never allowed any overcrowding in the older structures unless he had the specific consent of the fire marshal.

"What we are trying to do now is merely to catch up for lost time," he said. "We are simply trying to stave off a worse crisis than the one that now confronts us. Last year we were packing the children in even up to the garrets, and we have 3,000 more pupils than we had then."

Senators Capper, King, and Cameron all agreed the present situation was "outrageous" and they hoped to make the inquiry of constructive value.

Threatened Rail Strike Situation Seen At A Glance

Here are the high lights in today's railroad strike situation: Chicago—Factional rupture is threatened in union ranks. Heads of some of the eleven subsidiary unions (membership 1,680,000) demand assurances that chiefs of "big four" (membership 320,000) will not act independently of them on important strike question. Merchants and shippers preparing fleet of motor trucks for transportation purposes in event of a tie-up.

Washington—Postoffice and War departments co-operating on plans to keep the mails moving at any cost. The public group of the United States Labor Board suggests as plan to avert strike that carriers cut freight rates commensurately with the wage reductions already granted, the unions meanwhile to withdraw strike order.

Cleveland—"There will be no turning back," W. G. Lee, president of the Brotherhood of Railroad Trainmen, announces on his arrival to attend conference of "big four" tomorrow. Warren S. Stone, grand chief of Brotherhood of Locomotive Engineers, says proposal of public group of Labor Board to avert strike "is a joke."

St. Louis—"Not feasible," says Benjamin B. Bush, president of the Missouri Pacific, discussing the public group's proposal.

AUTO CORPS TO AID CAPITAL IF TIE-UP COMES

Branch of Home Defense League Will Be Ready With 300 Motor Cars.

While the District Commissioners have not as yet conferred with officials of the Motor Corps of the Home Defense League, it is understood that the latter are prepared to meet any emergency that may arise in the District due to the threatened rail strike.

W. Pearce Raynor, commander of the motor corps, stated this morning the 300 members could commandeer as many automobiles and at least seven ambulances in case of trouble or a food tie-up in this city. Thirty motorcycles also could be quickly brought into action.

It also was stated by Mr. Raynor that many of the members could commandeer a score of automobile trucks to be used in the transportation of foodstuffs and milk, as well as coal, to residents of Washington.

"The 300 members could work in four shifts, placing as many as seventy-five cars in service for the transportation of food and milk," said Mr. Raynor. "Each member of the motor corps, by reason of his membership, would be called upon at any time for any emergency of sufficient gravity."

In the motor corps are two companies from the Kiwanis Club; two from the Rotary Club; two from the City Club; two from the Automobile Trade Association; one from the Optimist Club; one from the Board of Trade; one from the Chevy Chase Club; one from the Washington Chamber of Commerce, and two from Alameda Temple. There are four other companies, named to perpetuate the names of Policemen McKimmie, Armstrong, Wilson, and Dunnigan, who were killed in the performance of their duties. Each company has its captain, and there are three inspectors—Howard S. Fluke, Charles W. Aufenthia and J. W. Thompson.

RATE CUT PROMISE IS CALLED JOKE NO. 1

Engineer Chief Assails Labor Board Plan—Can't Turn Back Now, Says Lee.

By WILLIAM J. HUSKE, International News Service. CLEVELAND, Oct. 17.—"The proposal by the public group of the Railway Labor Board to convert present and prospective wage reductions into lower freight rates is joke number one that the railway executives are attempting to play upon the public," declared Warren S. Stone, grand chief of the Brotherhood of Locomotive Engineers, upon his return here this morning.

Two Leaders On Ground. "Leaders of the union will be in constant daily contact until the strike issue is definitely and finally settled," Stone continued. "We have taken this step with our eyes open, and the next move is not up to us. As far as possible, however, we will safeguard the rights of the public."

With the arrival of Stone, two of the five men who will actively direct the strike are now on the ground. The other leaders are expected to arrive during the day.

"There will be no turning back; we are going ahead with our plans for the greatest railroad strike in the world's history," today declared W. G. Lee, president of the Brotherhood of Railway Trainmen.

Conference Tomorrow. The hour for the beginning of the conference tomorrow which will formulate plans for the conduct of the strike depends upon the arrival of W. S. Carter, president of the Brotherhood of Locomotive Firemen and Enginemen; L. C. Sheppard, president of the Order of Railway Conductors, and T. C. Cashen, president of the Switchmen's Union, from Chicago.

Lee arrived in Cleveland yesterday and was busy throughout the day supervising the sending out of last minute instructions to the general chairman of his organization by wire and mail.

Stone Arrived Today. Headquarters of the order of railway conductors, now located in Cedar Rapids, Iowa, and of the switchmen's union, now at Buffalo, will be temporarily removed to Cleveland, in order that all five of the executives may be available for immediate counsel upon any development.

"We have abandoned hope for a peaceful settlement," Lee said. "There may be some man with power enough to avert the conflict, but I do not know how it is to be accomplished. The railway executives have rejected our proposals for a conference and in the face of our appeal have made plans for further wage reductions."

Strike orders already issued, it was learned, can only be recalled by the sending of a code message, already agreed upon, instructing the 500 general chairmen of the brotherhoods scattered throughout the country, that the strike has been called off. Slight hope that President Harding may be able through his personal intervention to reopen the disputed question and hold a "get-together" conference.

Next Sunday—Amazing Inside Story of French Military Plot Against Silesia, by Scotland Yard Investigator